

SUMMARY OF 2ND JOINT ITS & TRUCKING ADVISORY COUNCIL MEETING

Louisiana Statewide Transportation Plan Update

Meeting Time and Location

The second meetings of the Trucking Advisory Council and ITS Advisory Council were conducted jointly for the *Louisiana Statewide Transportation Plan Update*. These two Councils met together on March 19, 2002 at the Radisson Hotel in Baton Rouge, Louisiana.

Meeting Attendees

The following persons attended the meeting:

Consultant Team Members

Rob Hebert, Wilbur Smith Associates
Butch Babineaux, Wilbur Smith Associates
Mark Berndt, Wilbur Smith Associates

Council Members

Elizabeth Delaney, PB Farradyne
Huey Dugas, Baton Rouge MPO
Emily Callender-Efferson, LA DOTD – Public Transit
Glen Guillot, LMTA
Randy Guillot, Triple G Express
Eric Kalivoda, LA DOTD
Ingelf Partenheimer, C-P Baton Rouge
Lt. Tim Sharkey, LA State Police
Tony Trammel, Lafayette Consolidated Governments

Non-Member DOTD Staff

Dan Broussard, LA DOTD
Dominic Cali, LA DOTD – Information Technology
Jody Colvin, LA DOTD - ITS
Denny Silvio, LA DOTD
Steven Strength, LA DOTD – District 2

Other Attendees

Bryan Davis, Parsons Brinkerhoff

Meeting Purpose

Eric Kalivoda opened the meeting by welcoming those attending. The purpose of this meeting was to provide Advisory Council members with an overview of the Plan Update, with a focus on reviewing trucking and ITS related progress and to discuss issues related to these two topics.

Summary of Meeting Comments

Butch Babineaux provided an overview of the planning update process that included the primary work tasks, the plan horizon, work completed since the last advisory council meetings, and work in-progress or remaining. During this discussion, the advisory councils and their relationship to the Louisiana Investment in Infrastructure for Economic Prosperity (LIIEP) Commission was reviewed. It was noted that some councils have acting chairs, but all councils would soon be naming permanent chair persons. Eric Kalivoda indicated that Tony Trammel was the ITS Advisory Council chair and nominated Glen Guillot as the Trucking Advisory Chair. There were no objections and Mr. Guillot accepted the role as chairman of the Trucking Council.

Important items discussed at the meeting are summarized as follows:

- ❑ By the end of the week two rounds of advisory councils will have been held, two meetings with the LIIEP Commission will have occurred, one of three newsletters for the State Plan Update has been produced and extensive input has been gathered in the development of the statewide travel demand forecasting model.
- ❑ In response to a question of how the update process will affect funding, Mr. Kalivoda explained the revised and elevated role of the Intermodal Council. Originally envisioned as primarily a financing body, the Secretary of DOTD has requested that the Intermodal Committee take the primary responsibility for developing the final plan that will be presented to the LIIEP Commission.
- ❑ Legislation was passed that makes the LIIEP Commission a statutory body, comprised of several state agency heads, key legislators and two representatives from the private sector. The LIIEP Commission is intended to be the primary advocate for funding project recommendations from the plan. Given the high-level composition of the LIIEP Commission, it is intended to have the credibility and weight to move Louisiana forward to accomplish what has been often impossible in the past due to diverging interests.
- ❑ The seven modal councils will develop and provide their recommendations for policy, programs, and projects to the Intermodal Council.
- ❑ Questions were asked regarding what process or criteria are envisioned that will allow the councils to make decisions based on analysis and factual data? It was suggested that some states (e.g. Texas) have used very basic measures such as “cost per vehicle mile” or some other form of volume/cost criteria. Mr. Kalivoda acknowledged the appeal of simplistic approaches, but cautioned that such approaches also have significant shortfalls. He indicated that during the development of the last plan, DOTD used a seven-point qualitative analysis.

Rob Hebert gave a presentation of freight flows in Louisiana. Mr. Hebert's presentation was handed out to those in attendance.

- ❑ Key points of freight movement in Louisiana include:
 - 53% of freight moves by truck
 - Louisiana is a transshipment state, wherein 60% of freight tonnage moved by truck passes through the state. Many of the through shipments result from the movement of petrochemicals from Houston to Florida
- ❑ A question was raised regarding the percentage of trucks moving on I-10. Mr. Babineaux responded that in examining the percent of trucks in the traffic stream for the National I-10 Freight Corridor Study, that it was his recollection that for Louisiana the percentages were as high as 30% in rural areas and 15%-17% in urban areas.

Mark Berndt gave a presentation of ITS initiatives that have been examined as part of the plan update process. (A copy of the presentation slides are provided as Attachment A).

- ❑ One of the ITS policy issues that is being examined both nationally and within Louisiana is how to move ITS technologies beyond the planning phase at the local government level. Nationally only 13% percent of urban freeway miles are covered by video surveillance and only 9% have incident detection systems. Baton Rouge opened a new Traffic Management Center (TMC) last year.
- ❑ The status of the planned New Orleans TMC became a discussion point. It was explained that preliminary plans call for an interim TMC to be operated out of the LDOTD District Office. The construction of a permanent center is likely 2-3 years away. Funding is primarily federal with an 80/20 match, additionally demonstration funds and earmarks make up the balance of the funding for construction and eventual system expansion.
- ❑ The Baton Rouge and New Orleans TMC experiences provide examples of the need for flexible approaches in the coordination of ITS implementation and operation. In Baton Rouge, the city-parish consolidated government took the lead in the planning and construction of the TMC. In New Orleans the greater number of local government agencies involved has necessitated the need for LDOTD to assume the lead role to move the TMC project forward.
- ❑ During a discussion of integration issues it was suggested that data captured through Commercial Vehicle (CV) pre-clearance systems might also be employed for real-time traffic information (i.e. average speed, etc.). Members of the Trucking Council strongly objected that such an approach would violate the existing understanding between the trucking industry and regulatory agencies about how data would be used and shared. It was further suggested that there may be less controversial means of gathering such information without violating the trust of the trucking industry.
- ❑ Mr. Berndt commented that some less controversial forms of data sharing between the public and private sectors to enhance traffic management are beginning to emerge. One example is an effort in Wisconsin to identify available CV parking at truck stops off the Interstate and provide real-time information at public rest areas through variable message signs.

- Mr. Dugas also suggested that issues of data capture and data sharing should be approached cautiously less TMCs become overwhelmed by the sheer volume of data. He suggested that Tim Lomax and Tim Turner at TTI have studied issues related to data management in traffic systems. Mr. Kalivoda also raised the issue of liability and legal requests that can arise whenever traffic data is stored. **Action Item: It was suggested that a policy statement should be developed to address the management, storage and sharing of traffic data resulting from ITS systems.**
- Questions about the progress of Pre-Pass installations at permanent weigh stations were raised by Glen Guillot and a discussion ensued. It was explained that progress has been slowed primarily over issues of data sharing and control. Louisiana is one of the first states to attempt integrating weight enforcement pre-clearance into the Help / Pre-Pass system. While many states that use Pre-Pass, also use weigh-in-motion scales to pre-clear vehicles, most if not all operate under separate platforms and thus the driver must react to two signals – one through the transponder signal, the other usually through a variable message sign (VMS). Typical operations require a driver to run a low speed pass over a WIM sorting scale in an exit ramp pavement even when credential clearance has been granted. Louisiana has been negotiating with Help/ Pre-Pass to integrate weight clearance with credentials through the use of high-speed WIM. However, due to disagreements over who controls various data elements CV drivers have been receiving inconsistent messages, for example the Pre-Pass transponder may indicate an all clear signal, but the VMS might indicate that a static weight check is required at the weigh station. Confused drivers who proceed without stopping may then be subject to penalties. As a result, Pre-Pass installations were halted until the data issues could be resolved. Currently, Pre-Pass is available at only one weight station in LA. Mr. Denny Silvio explained that because LADOTD is the primary agency responsible for weight enforcement, they did not wish to relinquish control of WIM data. Because Pre-Pass is a private entity that carriers rely upon for maintaining the integrity of credentialing data, they did not wish to share that data with DOTD. However, Mr. Silvio stated that negotiations were proceeding and that he anticipated the data control issues that have impeded progress would soon be resolved.
- Mr. Guillot raised two another issues related to ports and economic development:
 - The Port of New Orleans is in the process of implementing gate clearance technology – however the technology selected by the Port is not compatible with Pre-Pass or other gate clearance systems in LA. As a result, some trucking operations like drayage companies will need three transponders in a truck to participate in the available pre-clearance programs. The discussion that ensued highlighted the importance of compliance with uniform technology standards and protocol, such as those advocated through Nation ITS Program efforts. However, there is currently little incentive for entities like ports or terminal operators to install technology that could read multiple transponder signals, because the technology costs more. Mr. Kalivoda suggested that additional follow-up on the Port of the New Orleans is warranted. Mr. Guillot indicated that

timing is an issue because the gate system is scheduled to go on-line in about six months.

- The other issue includes port development, but goes beyond just ports to the broader issue of industrial recruitment and land use planning. Mr. Guillot used ports as an example. Because of the operating hours of Louisiana ports – basically 8:00 AM - 4:30 PM, trucks are often forced in to congested traffic periods. Mr. Guillot indicated that many trucking operations are essentially 24/7 operations, yet the facilities they call on close the gates at 4:30 and if you arrive at 4:35 you're out of luck. He suggested that if the State offers incentives to recruit industrial development, that those incentives be tied to land use and traffic management policies that promote public policy for smart land use. While recognizing that little can be done to correct mixed use zoning decisions of the past, future industrial growth and incentives should be use to encourage local units of government to allow more flexible operations and separate residential neighborhoods from industrial activity.
- The discussion of terminal facilities included the use of better signs on intermodal connectors (traffic routing between Interstate and New Orleans was mentioned) and ITS applications to smooth the flow of traffic and reduce congestion in and out of intermodal yards. Again, the issue of local authority was cited as problematic, as local government sometimes change truck routes, and some of the designated intermodal routes are not on the state highway system.